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whom the tourist comes in contact, and the *guajiro*, or white Cuban peasant, and the Negroes. The last named form a large part of the population and because of their services in the wars for independence are much more nearly on an equal footing with the whites than in this country.

While Mr. Lindsay believes that the natural resources of Cuba are such as to give her an opportunity for splendid development, he does not think that this can be accomplished under the rule of a Cuban government. Either annexation or a protectorate established by the United States seems to him essential to the country's welfare. Still he finds there a great field for American capital, if carefully invested. None of the industries have been properly developed and all suffered greatly during the wars. The most serious difficulty is that of securing a labor supply. The Cubans themselves seem physically incapable of the heaviest work, and the Negroes cannot be counted on, so that many employers have been importing Spanish workers. Others, however, have found Cuban labor very satisfactory when carefully supervised.

As for relative opportunities in the various branches of industry, the author clearly believes that Cuba will remain essentially agricultural and that in agriculture anyone with knowledge of local conditions and sufficient capital can succeed. Sugar, however, has strong outside competition to meet and requires large capital for manufacture. But tobacco-growing, truck-gardening, and fruit-raising have great possibilities. There are also various mineral resources which have not been sufficiently investigated to give certain ground for judgment of their value.

The book is well illustrated and interestingly written.

The Railway Conquest of the World. By FREDERICK A. TALBOT. Philadelphia: J. B. Lippincott Co., 1911. 8vo, pp. xv+334. \$1.50 net.

The story of the railroad in its advance through the various countries of the world is interesting reading, indeed, in these accounts. No attempt is made to deal with the subject exhaustively or technically, but the difficulties and dangers of early railroading are very vividly presented, as are the marvelous improvements which the progress of the industry has brought with it. Railroading under the most varying conditions and for the most varying purposes is described, from the Mohammedan undertaking of a road to Mecca for religious purposes to the pioneer roads for opening up western North America and the "toy" roads of Wales. One is impressed by the great and winning fight with nature that was undertaken in all of these schemes and by the immense sums of money which it was practicable to sink in them. The author's pride in British engineering achievements is interesting to an American reader. One could wish that he would use less frequently such trite phrases as "the iron horse," or "thin band of steel," but, on the whole, he gives a very interesting insight into one of the most important factors in modern industrial progress.